

NEW DISSOLUTION PLAN FOR PACIFIC MERGER

U. S. Circuit Judges Favor Extension of Time for Putting It Into Effect.

ATTORNEY GENERAL FOR IT

Revised Proposition Would Entirely Eliminate Union Pacific Control—Matter Up to Supreme Court.

St. Paul, April 21.—The presentation of a motion for an extension of time until July 1, which was taken under advisement by the court, and the informal presentation of the revised plan for the dissolution of the Union Pacific and Southern Pacific Railway merger, marked the conference here today between Robert S. Lovett, of the Union Pacific, and United States Circuit Judges Walter H. Sanborn, William C. Hook and Walter I. Smith.

Mr. Lovett's motion for an extension was at first denied, the judges being undecided whether the Court of Appeals had the jurisdiction to grant an extension under the mandate of the Supreme Court of the United States, but later it was decided to leave the question of jurisdiction to the Supreme Court.

All three of the judges expressed their opinion that the extension should be granted, believing the railway was doing all in its power to present a plan of dissolution that would be acceptable to the Supreme Court and to the Attorney General.

In a telegram to United States Attorney C. C. Hunt, which was read to the court, United States Attorney General McReynolds declared his willingness for the extension.

On information for the Supreme Court as to the jurisdiction of the circuit judges the Court of Appeals may reconvene to act on Mr. Lovett's motion. It may be some time, however, before this is done.

Mr. Lovett and his associates left today for Washington to place the time extension motion before the Supreme Court.

Plans for the Dissolution.

Following his presentation of the motion, Mr. Lovett informally presented to the court tentative plans for the dissolution. Late this afternoon a synopsis of these plans was given out by the judges, the principal points being as follows:

The amended plan, in brief, is that the entire \$126,500,000 in Southern Pacific stock to be deposited with a trustee, and the certificates of interest shall be issued by the trustee against said shares, which shall carry no voting right and which shall be exchangeable for Southern Pacific shares held by the trustee, only upon the filing of an affidavit by the applicant for such exchange, showing that such applicant does not own 1,000 shares or more of Union Pacific stock, and that these certificates of interest shall be offered for subscription and purchase to all Union Pacific stockholders ratably at a distribution rate of not less than 28 per cent. The largest Union Pacific stockholders 68 in number, according to the September stock list, which was before the Supreme Court are by this amended plan entirely excluded from the acquisition of any of the Southern Pacific shares to be distributed. They may purchase their ratable shares of the certificates of interest, but they cannot themselves convert the certificates of interest into this deposit coupons which represent Southern Pacific shares because of their inability to comply with the condition precedent of swearing that they do not own 1,000 or more shares of Union Pacific stock.

The exchange cannot be effected for them through some dummy or an agent, because the proposed affidavit requires the applicant to swear that he is the bona fide owner of the certificate of interest presented for conversion.

The objection expressed in the Supreme Court's opinion of January 5, 1913, therefore, is absolutely avoided, for the 68 Union Pacific stockholders, to whom alone the objection pertained, instead of being entitled as their pro rata shares to 20 per cent of Southern Pacific stock and being theoretically able to increase this in holding by acquisition of rights from the smaller shareholders, are not entitled to acquire one single share of Southern Pacific stock to be distributed, but are specifically disqualified from such acquisition.

Previous Combination Impossible.

The amended plan continues: "But even if it is assumed that any concert of action by the 21,732 holders of Southern Pacific stock resulting in a control of the elections of the Southern Pacific Company were possible, the effect would not be to continue the previous combination. These 21,732 holders assumed to be able to control the Southern Pacific Company by the holding of virtually 46 per cent of its stock are not in control of the Union Pacific Railroad Company, and are not able to elect its directors, since their aggregate holdings of Union Pacific stock amount to only 32 per cent of the Union Pacific stock, and as the remaining 368 stockholders control 68 per cent, they naturally represent the controlling interest of the Union Pacific Company."

The plan also provides for the sale to a syndicate or on the New York Stock Exchange of any certificates of interest not subscribed for by the Union Pacific shareholders.

"The certificates of interest," the plan continues, "acquired on the open market will still be subject to the condition that they cannot be converted into stock by any Union Pacific shareholder holding 1,000 shares or more."

If the Supreme Court grants the extension of time requested by Judge Robert S. Lovett, chairman of the Union Pacific executive committee, it will permit the circuit judges to a trusteeship of the \$126,500,000 Southern Pacific stock held by the Union Pacific and make any suggestions for changes they might desire after its formal presentation. The possibility of a receivership for the Union Pacific will in all probability be eliminated should the higher tribunal decide in favor of the railroad.

The proposed exclusion of Union Pacific shareholders owning more than one thousand shares of Southern Pacific stock from participation in the dissolution plan was construed as favorable to the Southern Pacific, because such a plan could only mean the wide distribution of the stock and the elimination, once and for all, of Union Pacific control.

TO RETAIN FARM FOR WOMEN.

Albany, April 21.—Governor Sulzer has broadened the scope of a bill for women at Valatie. Two cottages are about ready for occupancy, but the project was delayed by the Governor's committee. Mr. Houty and his abandonment was serious consideration by the Governor.

CLASSES FREE FOR PUPILS

Assembly Passes Bill Affecting New York Schools.

[By Telegraph to The Tribune.] Albany, April 21.—The Assembly passed to-night the bill of the majority leader, Mr. Levy, providing that the Board of Education of New York City furnish spectacles and eyeglasses free of charge to any pupils of the public schools who shall be found to require them.

The bill directs the Board of Estimate and Apportionment to raise each year the money necessary for carrying out its provisions.

GOVERNOR MEANS TO OUST STILWELL

Sends Word to Senator He Must Resign at Once or Be Prosecuted for Extortion.

Albany, April 21.—Senator Stephen J. Stilwell is to be given another opportunity to resign. If he declines, the evidence taken before the Senate Judiciary Committee concerning the charges of attempted extortion proffered by George H. Kendall, president of the New York Bank Note Company, probably will be presented to a grand jury. The Senate voted recently not to sustain the charges.

After a conference in the Executive Chamber to-night between Governor Sulzer and Attorney General Carmody, Senator Wagner was sent for and requested to inform Senator Stilwell that unless he gave up his seat by Wednesday the case will be sent to the grand jury.

The Governor may order an extraordinary term of the Supreme Court of New York and designate Attorney General Carmody to present the evidence to the grand jury. If an indictment should be found the Attorney General might prosecute the case before a trial jury. This plan is being considered because the Attorney General is more familiar with the case than District Attorney Whitman.

George A. Field, vice-president of the bankrupt company, was in Albany today. He said additional evidence in support of the charges against Stilwell was in the possession of Mr. Kendall.

SALANT "GETS HIS"

Wagner Rages at Progressive in Row Over McKee Bills.

[By Telegraph to The Tribune.] Albany, April 21.—Senator Brown, the Republican leader, objected to-night to the passage of the three McKee bills transferring some of the powers of the New York City Superintendent of Schools to the Board of Education, and debate on them was put over until to-morrow morning.

Senator Blauvelt, who is handling this legislation in the Senate, tried to have the measures acted on to-night, but the minority leader insisted on them going over, saying that he had so far found no member of the majority who understood them.

"I promise I shall not talk long on them if they are put over," said Senator Brown.

"Then why not say it to-night," retorted Senator Blauvelt.

"If you insist on them being acted on to-night I'll talk a long time," said Senator Brown.

"You might just as well let them be acted on to-night," interrupted Senator Salant, the Progressive, who is in jeopardy of losing his seat. "They'll be jammed through anyway."

"I want the Senator to understand there is no legislation being jammed through here," wrathfully shouted Senator Wagner, the majority leader.

In saying that, he showed about as much sense as in other actions he has taken during this session. I am glad to say that I have generally been on the opposite side to him in questions which have been debated in this House."

FIREMAN'S BILL PASSES

Senate Approves Two Platoon Plan in Large Cities.

[By Telegraph to The Tribune.] Albany, April 21.—The Senate to-night passed the bill of Senator Malone providing a two platoon system for firemen in New York, Buffalo and Rochester. It divides the day into two tours of duty, one of ten hours, during the day, and the other of fourteen hours, at night.

Senator Malone explained that the bill was for the health and efficiency of firemen.

"The only objection," he said, "which the bill has met in the past has been that of expense. It is a case of economy on the one side and humanity on the other, but I think we should stand on the side of humanity. At present firemen in first class cities are obliged to be on duty twenty-one hours out of twenty-four hours of each day for six consecutive days."

Sensor Wagner said that in the past he had objected to the bill on the ground that the local authorities had the power to take care of the situation.

"But I now concede," he said, "that the health of the firemen is of statewide importance, and I shall withdraw my objections and vote for this bill."

WALK CURED GIRL ELOPER

But Miss Hawley Was Ashamed to Go Home and Found Work.

[By Telegraph to The Tribune.] Poughkeepsie, N. Y., April 21.—Isabelle Hawley, fifteen years old, was returned to her home here this afternoon. The girl had been in hiding ten days, after taking a twenty-five-mile walk to elope.

The long tramp cured her of a desire to elope, the girl said, and, ashamed to return and face her people, she sought refuge with a family near Millerton.

Two weeks ago Isabelle left her home, at No. 49 Main street, telling her mother she was going to see a girl friend. Until today her family had no news of her whereabouts, and the police of many cities and towns were searching for her. She was brought back to Poughkeepsie by Deputy Sheriff Brazzile, of Millerton, who had heard of her disappearance, and learned yesterday that a girl of her description was staying at the home of Mrs. Martha J. Marks, a widow.

Miss Hawley said to-night that she intended to elope with a young man whom she had met in this city. She had no funds and had walked to Millerton, where she had arranged to meet the young man. She could not find him, and, after sleeping a night in the open, she sought employment with Mrs. Marks.

The police are looking for a young man from whom they believe enticed the girl from home. He is believed to be in Connecticut.

GOMPERTS ILL; MEETING OFF.

The public meeting which was to have been held at the Society for Ethical Culture by the business men's group this evening has been indefinitely postponed, owing to the illness of Samuel Gomper in Washington.

PROFITS FOR MELLEN IN NEW HAVEN DEALS

Accountant Testifies to Sales by Its President of Stock Bought of Company.

TWOCASES NETTED \$102,000

Railroad's Capital Stock Increased \$100,000,000 and Its Liabilities Raised \$321,000,000 in Ten Years.

Boston, April 21.—A mass of figures epitomizing the financial transactions of the New York, New Haven & Hartford Railroad Company and its allied and subsidiary corporations during the last nine years was presented by David E. Brown, an examining accountant of the Interstate Commerce Commission, at a hearing before Commissioner Charles A. Prouty to-day.

Mr. Prouty stated that the president, Charles S. Mellen, and other officials of the New Haven road, had declined to attend the hearing unless subpoenaed, and he had refused to subpoena them because their testimony under such circumstances would render them immune from prosecution by the Department of Justice if a violation of the Sherman anti-trust law was alleged.

Mr. Brown testified that on March 4, 1891, the president, Mr. Mellen, bought of the New Haven company 555 shares of New Haven stock at \$100 a share. Two weeks later 10,500 shares were sold to Mr. Mellen, his demand notes being given in each instance. This stock was later sold to persons whose names do not appear in the records. The proceeds were remitted to the credit of Mr. Mellen's special account. Mr. Mellen returned dividends on the stock in his name to the company. The balance in Mr. Mellen's favor, the witness said, was \$102,000.

Made \$1 a Share.

Reference was made by Commissioner Prouty to various issues of New Haven stock in 1906, and Mr. Brown testified that Mr. Mellen, as president of the New Haven company, sold to himself, as president of the New England Navigation Company, 12,000 shares of New Haven stock at 10¢, which he had bought from the New Haven Railroad at 35¢, and another 11,000 shares of stock of the same value brought a profit of 81¢ a share.

E. G. Buckland, vice-president of the New Haven road, who appeared as counsel for the railroad, brought out from Mr. Brown that in the first instance Mr. Mellen's action was authorized by the New Haven directors. Mr. Brown said that in his inquiry he had not asked concerning any of the other transactions, but, he noted, he did not intend to intimate that Mr. Mellen's actions had not always been authorized.

According to the testimony of Mr. Brown, the capital stock of the New Haven system has increased from \$100,000,000 in 1903 to \$100,000,000, and the total liabilities in the same period from \$49,000,000 to \$81,000,000.

The road's operating mileage in 1903 was 2,667 and in 1912 it was 2,699. Of the mileage operated in 1903 the road owned only 42 miles, while to-day it owns 1,273 miles. The additional mileage was acquired at an expenditure of a little less than \$10,000,000.

High Price for Trolley.

Mr. Brown detailed the facts in the acquisition by the New Haven company of the Rhode Island company, which operates trolley lines in Rhode Island, and said the New Haven's ownership of less than \$10,000,000 worth of stock cost the railroad \$12,000,000. He had found nothing, he said, that would justify the high price paid.

The New York, Westchester & Boston road, which extends from 125th street, New York City, to White Plains, N. Y., cost the New Haven road \$1,000,000 in principal and interest, or about \$1,500,000 a mile. Connecticut trolley lines operated by the Connecticut company, a New Haven subsidiary, were purchased at the following rates per share, according to the witness: Fairhaven & Westville, par \$5, sold to the New Haven for \$5; Hartford Railroad, par \$10, sold for \$25; Montville Street Railway, par \$10, sold for \$25; Norwich Street Railway, par \$10, sold for \$25; South Street Railway, par \$10, sold for \$25; and East Hartford & Glastonbury Horse Railroad, par \$10, sold for \$25.

Boston & Maine Merger.

The merger of the New Haven and the Boston & Maine systems was next taken up. In 1907, Mr. Brown said, the New England Navigation Company, a New Haven subsidiary, operating steamship lines, agreed to buy from the American Express Company 55,000 shares of Boston & Maine stock, paying one share of New Haven stock for each share of Boston & Maine.

In the same year the navigation company agreed to purchase from Lee, Higginson & Co., of this city, all the Boston & Maine stock it could acquire, paying share for share in New Haven stock. The result of these agreements was that 199,800 shares of Boston & Maine were acquired by the navigation company, which sold them in June, 1908, to J. L. Billard for \$1,712,000.

Later, Mr. Brown said, the New England Navigation Company bought back the Boston & Maine stock from Billard for \$10 a share. The books of the company, Mr. Brown said, did not show that any of this profit ever went back to the New Haven company.

Louis D. Brandeis, representing the Boston Fruit and Produce Exchange, questioned Mr. Brown, who said the New Haven's system of bookkeeping differed considerably from that employed by other railroad companies with which he was familiar. It was difficult, he said, to tell by examination of the books what was and what was not "cash," on account of the method of journalizing through the cash ledger.

Navigation Company's Affairs.

The New England Navigation Company's affairs were probed at length by Mr. Brandeis, who drew from the witness the statement that while the gross earnings of the company for the year ended June 30, 1912, showed a decrease of nearly \$124,000, as compared with the figures for the year ended June 30, 1905, the gross earnings of the New York, New Haven & Hartford Railroad increased from \$1,300,000 in 1905 to \$4,924,000 in 1912.

Mr. Brandeis called attention to an increase in the navigation company's assets of \$2,500,000 in one year, which was set down as "good will." Mr. Brown said that the company took its outstanding debentures and divided them by four, giving the increased assets.

"Then, the more they owed the richer they were," commented Commissioner Prouty.

The hearing will be resumed to-morrow.

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SULZER ACCEPTS TAMMANY'S ORDERS

Continued from first page.

the important legislation remaining unpassed in an effort to adjourn inside of two weeks.

The one thing which promises any kind of real trouble for Tammany, with its heavy majority in both houses, is the Sulzer direct primary bill. This was introduced and went to third reading in the Senate to-night. Senator McKnight, of Rensselaer County, introduced it. Assemblyman Eisner, of New York, tried to introduce it in the lower house, but as that required unanimous consent, and Assemblyman Yale, of Putnam, objected, it went over.

An effort will be made to-morrow to suspend the rules to permit the bill's introduction. The organization wants to do this so the measure can be considered and beaten in the Assembly. It is the plan to beat it on the floor in both houses. Then if the Governor wants to call an extra session to press it Tammany figures he will get little sympathy and less public support, as he will be appealing for a measure which the Legislature acted on fully and completely in both houses.

Praises His Appointments.

Governor Sulzer made public to-night a set of statements regarding his appointments in which he lauded them to the skies, admitted that he liked Mr. Delaney and was sure Kings County would be gratified at the appointment.

"He demonstrated his peculiar qualifications for this office by the great work he did for the people of the state as a member of the committee of inquiry. That important work is a monument to his ability, his industry and his sagacity. He earned this reward. I know he will make good. He will save thousands and hundreds of thousands of dollars every year to the taxpayers of the state by the waste and the extravagances he will stop and the economies he will institute. He knows what is wrong in the state, and he will aid me in putting the state's administration on an honest business basis, establishing every wise economy, promoting every good efficiency and looking after the interests of the taxpayers at all times."

John Mitchell, the Governor said, had to be pressed to accept the appointment as head of the Labor Department, but this the Governor considered so important, in view of the new factory reform laws, that he was determined to have him.

"I made up my mind in selecting the head of this important department," said Sulzer, "to select a man for the position regardless of politics, but simply on account of his worth, his experience, his abilities and his capacities to administer the office along high lines in the interest of the common weal and for the good of humanity."

"Mr. Mitchell is a man of a million men and measures up to all the requirements of this great office. He is a world man, he has a great heart and a great head, and the State of New York is most fortunate to acquire his services."

Eulogizes Carlisle.

Of Mr. Carlisle, as Commissioner of Highways, Governor Sulzer said:

"No man in the state has a higher opinion than I have of the character, the experience, the ability, the worth and the patriotism of John N. Carlisle. The state is most fortunate in securing his services to build the good roads, and to do it all honestly and for the best interests of the state. He is to be commended for making the sacrifice he must make to take the place, and the taxpayers of the state generally are to be congratulated that he is willing to do this work."

This Governor has nothing except commendation for Messrs. Philbin and Weeks.

"In my judgment," said he, "these well known lawyers possess to an eminent degree all the necessary qualifications to make capable judges, and I feel confident that their selection will meet with the approval of bench and bar and the approbation generally of our citizens. Their experience, their character, their integrity and their learning have been the only influence with me in their selection."

RECORDS MADE BY SULZER'S APPOINTEES

Philbin a Cleveland Democrat and Mitchell Disliked by Tammany Men.

Eugene A. Philbin, who was appointed District Attorney of New York City by Governor Theodore Roosevelt following the removal of Asa Bird Gardiner in December, 1901, was one of the principal witnesses before the Wagner committee on remedial police legislation last February, when he put the blame for police conditions on Mayor Coghlin and Councilman Mitchell.

Mr. Philbin was born in New York City in 1857 and was educated at Seton Hall College. He went first into mercantile life, but when twenty-six years old he took up the study of law. He was graduated from the Columbia Law School, and the following year was admitted to the bar. He entered the services of the firm of Ogden & Beekman, of which Justice Beekman was a member, and which later became known as Philbin, Beekman & Menken.

Mr. Philbin was appointed a member of the State Board of Charities in 1899, and attracted the attention of Governor Roosevelt by his investigation of conditions at the Soldiers and Sailors' Home in Bath, N. Y. The superintendent of the institution was removed and radical changes in the policy of the management were introduced.

The new justice was a Cleveland Democrat, and was never associated with Richard Croker, whom he frequently opposed. In 1901, when Tammany departments asked for \$12,000,000 increase over the previous year, Mr. Philbin was the only department that submitted an estimate under that of the previous year.

Mr. Philbin has long been identified with Catholic charities in this city, such as the Catholic Orphan Asylum, the Catholic Home Bureau and the United Catholic Charities, and he is a director in the Catholic Club. In 1908 Pope Pius X. made him a Knight Commander of the Order of the Holy Sepulchre. He is a member of the Board of Regents of the University of the State of New York, a director of the Prison Association, the State Charities Aid Association and the Legal Aid Society, president of the Parks and Playgrounds Association, a member of the State Bar Association, the Bar of the City of New York and several clubs. He was married to Miss Jessie Holladay, of Chicago, in 1887. He is a member of the law firm of Philbin, Beekman, Menken & Griscorn.

BARTOW S. WEEKS.

Bartow S. Weeks, who for seven years was an Assistant District Attorney for New York County, is a well known lawyer of this city. For some years he was the law partner of George Gordon Battle under the firm name of Weeks & Battle, and represented the defense in the trial of Roland B. Mollenhuth.

Mr. Weeks was born at Round Hill, Conn., April 25, 1861, the son of Colonel Henry Astor Weeks, who commanded the 13th New York Volunteers in the Civil War. He was educated in the public schools of New York, the College of the City of New York and Columbia University, graduating from the law department of the latter in 1887. He was admitted to practice in the same year and went with the firm of Anderson & Mann. Later he formed a partnership with J. Adriance Bush.

As a member of the New York Athletic Club Mr. Weeks has figured prominently in sports, and two years ago he was nominated by Governor Dix head of the Athletic Commission, but declined the place.

Mr. Weeks has been a member of Tammany Hall for many years, and at one time was vice-president of the Democratic Club. In 1908 he was a candidate for the state Senate in the 15th District, but was defeated by Nathaniel A. Elsborg.

Mr. Weeks was at one time president of the New York Athletic Club and was for many years a member of its board of governors. He was commander in chief of the Sons of Veterans in 1901-02, and was once judge advocate general in the same organization. He is a member of the Atlantic Yacht Club, Manhattan Club and the Alpha Delta Phi Fraternity and is on the roll of the Sons of the Revolution and the Military Order of the Loyal Legion of the United States. He married Mrs. Emma B. Sears at White River, Vt., in 1901.

JOHN N. CARLISLE.

John N. Carlisle, chairman of the commission appointed in January to investigate the administration of state prisons and other departments, favored the removal of Colonel Joseph P. Scott as Superintendent of Prisons, while the other members were sometimes for and sometimes against the superintendent.

As a result of the report of the commission, however, Governor Sulzer asked Colonel Scott to resign.

Mr. Carlisle was appointed a member of the Public Service Commission of the 2d District by Governor Hughes to succeed Thomas M. Osborne in 1906, and in 1911 he was appointed to investigate the working of the Public Service Commission of the 1st District under the provisions of the Moreland act. He made a report giving the commission of the 1st District a clean bill of health. It was suggested that both commissions be abolished and the work be given to a substitute commission, but Mr. Carlisle reported against such action.

John Mitchell, as president of the United Mine Workers of America in 1909 and 1910, fought the coal strikes. When his name was mentioned a month ago as the possible appointee to the office of Labor Commissioner it was said Tammany men in the Legislature would bitterly oppose him. The place at the head of the Department of Labor is valuable to the organization, and as the scope of the department has been largely increased Tammany wanted the job. Tammany Senators came to the city three weeks ago and discussed the matter with Robert F. Wagner, Democratic leader of the Senate, Charles F. Murphy and others interested in the appointment. Word went out that the Democratic Senators would turn down the nomination.

Tammany dislikes John Mitchell. He had a chance to be nominated for the Vice-Presidency of the United States on the ticket with William J. Bryan in 1908, and his actions at the time did not please the Democrats. Bryan asked Mitchell to consent to run with him, but he would give no definite answer. Mr. Mitchell had been on such close terms with Theodore Roosevelt since the coal strike of 1902 that he did not feel at liberty to accept Bryan's offer, it was said, until after he had talked with the President. Again, in 1910, Mitchell wounded Democratic feelings by publishing statements that reflected on Governor Dix.

Mr. Mitchell quit the National Civic Federation, of which he was the chairman of the trades agreement department, in 1911, to retain his membership in the United Mine Workers. This action cost him a \$4000 job, which, he said, was a real hardship.

John Mitchell was born at Braidwood, Ill., on February 4, 1870. He quit school when he was ten years old, but studied at night when not working in the coal mines. He has been an organizer in the United Mine Workers since 1895 and was president of the organization from 1899 to 1908.

JOHN H. DELANEY.

John H. Delaney, who has been business manager of "The Morning Telegraph" of this city for ten years, was one of the commission appointed by Governor Sulzer last January to investigate the inefficiency and waste in the Highways and other departments. He has always been considered close to Charles F. Murphy.

Mr. Delaney learned the printing trade when a young man, and at one time was president of Typographical Union No. 6. He is about forty years old, and lives at N. 81 Willoughby avenue, Brooklyn.

TEACHER'S BODY FOUND

Draining Lake at Reformatory Clears Up Disappearance.

Driven despondent by her depressing surroundings, Josephine Williams, thirty-two years old, a teacher in the Bedford Reformatory, drowned herself in a pond in the grounds. Miss Williams was last seen on Saturday, and the mystery of her disappearance was not solved until yesterday, when the pond was drained.

Miss Williams, another teacher, said that Miss Williams often declared she was tired of living. The nature of her work with the girls frequently depressed Miss Williams's spirits for extended periods.

Fourteen of the girl inmates of the institution whose influence on Miss Williams is alleged to have contributed to her suicide gave another evidence of their incorrigibility last night, when they made a dash for liberty. The girls were returning from a moving picture entertainment given in one of the buildings on the grounds when, at a signal from their leader, they broke their line and disappeared in the darkness.

Catherine Davis, superintendent of the school, telephoned Chief of Police Eugene Egan of Bedford Hills and the aid of the teachers all the runaways were recaptured.

SMUGGLING PLOT GROWS

New York Modistes To Be Arraigned in Boston Monday.

[By Telegraph to The Tribune.] Boston, April 21.—That the federal grand jury's investigation of the smuggling cases in Boston has only begun was officially confirmed to-day by the summoning of other witnesses.

After a run of several days the Secret Service men have found John M. Winters, jr., a special cab driver employed by Cummings & Co., the East Boston express firm. Winters was called to the office of Assistant United States Attorney William H. Garland and examined. Mrs. "Honey" Melody, wife of the pugilist, was also called.

At 9 o'clock Monday morning the first four defendants indicted in the smuggling fraud plot will be arraigned. They are Mr. and Mrs. Terence L. Shevlin, of Somerville, and Miss Catherine A. Brennan and Miss Margaret Mulhall, both dressmakers, of New York.

Insist on F. CHAUVENET'S Red Cap